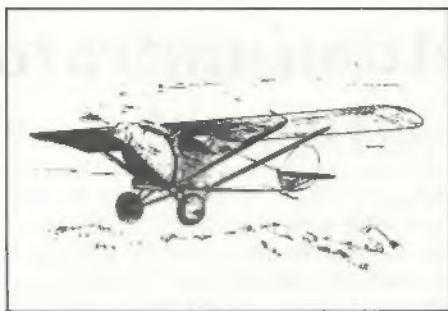


# Montana and the Sky

Vol. 31, No. 2

MONTANA AERONAUTICS DIVISION

February, 1980



## Billings Airport Management

As of January 7, 1980, Billings was fully staffed once again with Director of Aviation (Airport Manager) Bruce Putnam and Assistant Director of Aviation Bob Witherspoon. Bruce was hired as Director last November. He was previously Assistant Director for two years before his appointment as Director.

Bob Witherspoon arrived on staff January 7. He is a past associate of Lat, Marwick, Mitchell and Company of Los Angeles and was employed with them for 2½ years. He also has worked in the operations department at Stapleton Airport in

Denver and at the Colorado Springs Airport. Bob graduated with a degree in Transportation Management from the University of Colorado.

## — Hey — Jackpot Racers!

Jackpot received a tremendously important Christmas present last December - \$550,000 in funding for improvements to their airport.

Responsible for the gift, delivered as Santa Claus was making calls in a new fall of snow, were U.S. Senators Howard Cannon and Paul Laxalt, and Congressman James Santini, the Nevadans who worked with the Federal Aviation Administration.

Senator Cannon is chairman of the Senate's Science and Transportation Committee. He flew into Jackpot some months ago for a conference with Jackpot civic leaders on the project.

Ninety-four percent of the funding will be a U.S. government grant. The remaining six percent will be contributed by local governments.

Elko County readily authorized the \$23,000 for preliminary engineering, mainly soil compaction tests. Company engineers, assigned to the task found conditions "right next to ideal."

Besides land acquisition for a clear zone and approach protection, the project will include crowning of the mile-long airstrip, widening, paving, marking and relighting. Drainage will be improved and perimeter fences erected.

The strip once had asphalt surfacing, but it developed chuckholes from heavy use. Four engine planes and DC's have landed on that strip.

As a meantime expedient, the topping was removed, pulverized and relaid as aggregate.

Not only will the improvements increase air safety, but also by encouraging more traffic, will boost the economy of Northeastern Nevada, civic leaders in the rapidly growing casino town on U.S. Highway 93 at the Idaho border site.

Jackpot, surrounded by big cattle ranches, was founded in 1954 so this, the year of the airport funding, is its silver anniversary.

That will be embossed on a commemorative plaque when the airport work is completed later this year.



Bruce Putnam, Director of Aviation  
Billings Logan International Airport.



Bob Witherspoon, Assistant Director of Aviation at Billings Logan International Airport.

# **Administrator's Column**

The Civil Aeronautics Board issued their essential air service determination for the communities of Glasgow, Glendive, Miles City, Havre, Lewistown, Wolf Point and Sidney, Montana, and Williston, North Dakota on January 7.

The order provides that each of these communities, with the exception of Williston, receive one hub only. Billings is the hub of all the communities except Havre, which received Great Falls as their hub, as they requested. Williston was granted the two hubs of Billings and Bismarck.

Although this provides some flexibility to flow traffic both directions, we feel it is not as desirable as the linear route system outlined in the proposal submitted to the CAB by the communities.

The CAB took the highest enplanement figures for each community and doubled them to give each community a 50% load factor. As a result, each community was granted a specific number of seats with two round trips to their designated hub. They are as follows:

Glasgow - 19 seats each direction each weekday and a total of 19 seats for the weekend.

Glendive — 6 seats each direction each weekday and a total of 6 seats for the weekend.

Havre — 9 seats each direction each weekday and a total of 9 seats for the weekend.

Lewistown — 10 seats each direction each weekday and a total of 10 seats for the weekend.

Miles City — 10 seats each direction each weekday and a total of 10 seats for the weekend.

Sidney — 9 seats each direction each weekday and a total of 9 seats for the weekend.

Wolf Point — 12 seats each direction each weekday and a total of 12 seats for the weekend.

Williston — 42 seats each direction each weekday and a total of 42 seats for the weekend.

In the determination the CAB did state that they encouraged interested carriers to bid on the minimum level guaranteed by the Board as well as the linear route suggested by the communities. They stated that they would be willing to consider a linear route bid if the subsidy cost was not substantially more and had the full support of the communities.

Subsequent to the issuance of the order, the Governor's Essential Air Service Task Force met in Billings on January 31 to discuss the order and their future plans.

After deliberation the Task Force determined that they would not file an appeal at this time but would wait until the carrier bids are received and reviewed. Should the carrier proposals be unsatisfactory, an appeal will then be filed.

We were pleased to have Jan Redding, Assistant Director for the Office of Community and Congressional Relations, Western Region, CAB, on hand for this meeting. Jan was able to answer many questions brought up during the meeting.



Our annual Aviation Mechanics Refresher Seminar was conducted on February 5, 6, and 7. We were pleased to see the increased number of mechanics enrolled this year. It was also gratifying to have the enthusiastic participation of the aviation industry whose technical representatives actually put on the seminar. On behalf of the Aeronautics Division and the aviation mechanics, I wish to thank these knowledgeable people for their support in providing us with their excellent technical programs.



**Montana and the Sky**

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of the

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Creative Press



Jan Redding, Assistant Director, Western Region of the Office of Community and Congressional Relations with the Civil Aeronautics Board was on hand for the last Governor's Essential Air Service Task Force meeting.

## Your Radio is a Party Line

Whether manners, procedures, protocol, or call-it-what-you-will, there is a proper conduct prescribed for radio transmissions. It should be adhered to because it benefits everyone. Here are a few for your consideration. Follow them and set a helpful trend:

1. Before getting on the horn, try a listening watch to make sure someone else isn't using the frequency.

2. Be precise in all transmissions and don't clutter the wave length with idle chatter. Someone else might be waiting to use it.

3. Hold the mike at the prescribed distance from your mouth as called for in the manufacturers instructions, and then talk in a normal conversational tone.

4. When you are through with your transmission, make certain the mike button isn't stuck in the open position. The carrier wave will block all other traffic.

5. Stick to the FAA's radiotelephone phraseology and techniques. A few right words can say a lot.

(Minnesota Flyer)

## CONGRATULATIONS!

### *FAA Certificates Issued Recently to Pilots*

#### PRIVATE

Dennis E. Lively, Kalispell  
Duane D. Hartman, Whitefish  
Donovan H. Rittenbach, Sr., Bozeman

Gary A. Huckabee, Bozeman  
Edward G. Nollmeyer, Wilsall  
Bruce J. Redman, Lolo  
David M. Villa, Helena  
Andrea K. Flint, Cut Bank  
William L. Robinson, Lloyd  
Terry W. Dockter, Havre  
Kenneth R. DeBree, Helena  
James E. Beitler, Dillon  
Walter F. Williamson, Great Falls  
Alan W. Henry, Laurel  
George B. Fraser, Butte  
Russell R. Hunnewell, Lewistown  
Joan D. Adams, Missoula  
Harry W. Deitchler, Ismay  
Theodore J. Weiss, Billings  
Eric W. Nelson, Billings  
Robin E. Hill, Billings  
Michael R. Sartaorie, Billings  
Joseph M. Orley, Lewistown  
Daniel T. McQuinn, Billings  
Robert W. Wright, Billings  
Stephen H. Dover, Lewistown  
Russell C. Clark, Jr., Billings

#### INSTRUCTOR

Richard E. Geiger, Helena (Ag)  
Bill S. Chapman, Gardiner (Ag)  
Charles A. Breslin, Missoula (Reinstatement)  
Robert E. Lundin, Great Falls (Add MEL)  
Willard A. Gustafson, Kalispell (Renewal)  
Glenn L. Parmeter, Missoula  
Walter A. Pashley, Jr., Missoula (Renewal)  
Dennis H. Guilio, Boulder  
George A. Wetherell, Butte (Renewal)  
Guy J. Terrill, Dillon  
Gary J. Martin, Glasgow (Renewal)  
Lloyd A. Adams, Billings (Renewal)  
Reider K. Ilvedson, Forsyth (Renewal)  
Michael H. Helvey, Busby (Add IA)

#### COMMERCIAL

Michael J. Aichele, Butte  
Jeff Morrison, Hardin  
Mark C. Jeffrey, Fort Benton  
Kenneth A. Baze, Butte  
Almon R. Blain, Billings

## Helena Aircraft

In September of 1979 Helena Aircraft opened for business. Dick Mason, owner of the company, said that major engine overhauls, various engine work, major and minor airframe repairs, and 100 hour and annual inspections are all performed. All major and routine maintenance is done on all sizes of aircraft up through the Cessna 400, Piper Navajo's, and Twin Beech's. Between Dick Gardenier, Jerry Gresens, and Dick Mason there is a total of close to 40 years shop experience.

Dick is a licensed A & P and I.A. He graduated from the Spartan School of Aeronautics in Tulsa, Oklahoma. He has Commercial multi-engine land, single-engine land, single-engine sea, flight instructor and commercial helicopter licenses, and has approximately 3,000 hours of flying experience.

His background includes over five years of jet engine overhauls, some airline experience plus approximately 15 years of general aviation maintenance experience.

Stop in and say hello to the guys at Helena Aircraft just west of Capital Aero on the Helena Airport.



Dick Mason, owner of Helena Aircraft.

# Safety and Education

By: Sam Griggs, Supervisor,  
Safety and Education Bureau

On Friday, December 7, Jack Wilson and I highlighted the day for about 60 starry-eyed youngsters from Loy Elementary School in Great Falls.

The Aeronautics Division in cooperation with Skymart Aviation, a local Great Falls FBO, helped put the finishing touches to a year-long teaching unit in aviation and space. Each student received a short flight around the Great Falls Airport.

The primary teacher behind this program is JoAnn Eisenzimer. She is so enthusiastic about it that she is soon to embark on a flight training program herself.

A few years ago she took one of the Aerospace teacher workshops sponsored by the Aeronautics Division during the summer at Northern Montana College in Havre. Since that time she has been so excited about the subject that she was able to talk her school board into letting her teach an aviation unit yearly and has talked several of her fellow teachers into teaching their own units.

★ ★ ★ ★ ★

The Aeronautics Division will sponsor several aerospace teacher workshops this coming summer. The locations, dates and instructors are listed below.

**Eastern Montana College,**  
Billings - June 9 to 18 — Instructor -  
H.C. Christianson

**Montana Tech, Butte** - June 11 to  
July 2 - Instructor - Bob Conklin

**Montana State University,**  
Bozeman - June 9 to 18 - Instructor  
Bernard Allen

**Northern Montana College,**  
Havre - June 19 to 21, 26 to 28 - In-  
structor - Ron Kologi

**University of Montana, Missoula**

to be announced

**College of Great Falls, Great**  
Falls - June 10 to 12, 17 to 19 - Instructor -  
JoAnn Eisenzimer

**Carrol College - Helena** - June 16 to  
27 - Instructor - Pat Johnson.

For further information contact either the individual college or the Aeronautics Division.

★ ★ ★ ★ ★

Keep in mind the dates of March 7, 8, and 9. The Aeronautics Division is inviting certificated Montana Flight Instructors to a Flight Instructor Refresher Clinic that will re-validate their current certificates for the next two years.

For those certificates which have expired we are providing designated flight instructor examiners and aircraft for check rides.

Contact the Aeronautics Division for further information.



Pilot Jack Wilson provided Russell Williams (foreground) with his first airplane ride.



Left to right, School Board Member Bert Thurber, Ronnie Hauge, Paulette Beebe, Sam Griggs (Montana Aeronautics Division coordinator for the program) and Susan Uber at the Great Falls International Airport during the Loy Elementary School Flight.

## GA Pilot Safety Clinics

### Dates and Locations

February 26 - Big Timber, Fry's Cafe (Tap Room)  
February 27 - Lewistown, Yogo Inn  
February 28 - Billings, Federal Building (Rm. 3043)  
March 11 - Cut Bank, Glacier Electric Building  
March 12 - Havre, Triangle Telephone Company  
March 13 - Great Falls, Air National Guard (Main Hangar Classroom)  
March 25 - Baker, Plevna Bar Dining Room (13 mi west of Baker)  
March 26 - Glendive, Montana Dakota Utilities (313 W. Valentine)  
March 27 - Miles City, Miles City Community College (Rm 106)

All meeting will be held from 7:30 p.m. to 10:00 p.m. These are free safety clinics and are open to the public. The clinics are supported by the General Aviation Manufacturers' Association. All pilots who attend a seminar will be eligible to win one of twenty-two \$100 flight proficiency scholarships awarded monthly, as well as the grand prize of a \$50,000 airplane.

Contact your local GADO for further information.



## Pilot Aids

Montana Aeronautics Chart	\$2.00
Montana Airport Directory:	
Loose leaf binder	\$1.00
Insert	\$1.50
Annual Subscription to Montana and the Sky	\$2.00

## Hensley's New Facility

A new maintenance building for all aircraft, single-engine through mid-twins, was constructed the end of 1979 by Hensley Flying Service of Havre, according to Jim Stroh, owner of the company.

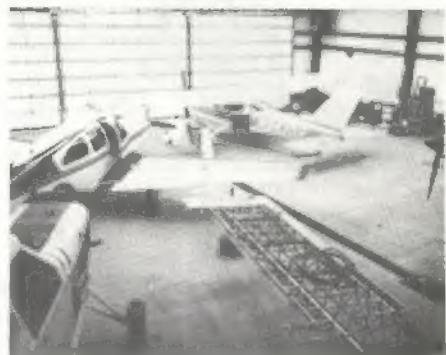
This shop is equipped to provide minor and major repairs on air frames and engines, as well as annual inspections on planes.

Director of maintenance is Terry Van Natta, who came to Havre from Great Falls last spring with 12 years of experience in maintenance. Assisting Van Natta as mechanic is Richard Miller, who originally came from Hamilton.

The new Hensley Flying Service Strand steel building has 6,800 square feet of floor space and there is room in it for six planes as well as a parts area, an office, a tool room, and an engine room. It was built by Randolph and Sons Construction, Nault Plumbing, and Havre Electric.



Hensley's new steel hangar with 6,800 square feet of space.



Interior of Hensley's new hangar facility.

Upon completion of the foregoing, all pilots are presented a distinctive lapel-tie pin wings and certificate of completion. This program runs in three phases with 12 months between phases. The Phase I wings are bronze, Phase II wings are silver and Phase III wings are gold. Complete details of the program are outlined in Advisory Circular 61-91.

The Pilot Proficiency Award Program is entirely voluntary, and it's a cheap price to pay for good insurance for the safety of you and your loved ones.



A pilot, after getting bogged down on a muddy airport, paid a farmer \$20.00 to pull his aircraft to solid ground. As the money exchanged hands the pilot said to the farmer, "at that price I'd think you'd be pulling planes out of the mud day and night." "Nope," said the farmer, "at night I haul the water for the holes."

# West Yellowstone EAS Determination



By: Ted Mathis,  
Yellowstone Airport Manager

On October 12, 1979, Western Airlines notified the Civil Aeronautics Board of its intention to terminate airline service at West Yellowstone, Montana. Under the Airline Deregulation Act of 1978, the CAB may permit such a termination of service.

Following Western's request, the Montana Aeronautics Board, the Mayor of West Yellowstone, and the President of the West Yellowstone Chamber of Commerce all filed letters of opposition to Western's proposed termination. These objections asserted that the suspension would leave that community without adequate air service to the west coast and would have a devastating effect on the economy of Yellowstone National Park and the surrounding area. It was also stated that this termination of service would remove the major source of air transportation to visitors from the southwest region of the country.

On December 14, 1979, the CAB issued its essential air service determination for West Yellowstone. In this determination, the Board stated that a minimum of 80 seats per day must be available in each direction between West Yellowstone on the one hand, and Denver and Salt Lake City on the other, between June 1st and September 30th each year. This service must include at least two well-

timed daily round trip flights in each market. The CAB guaranteed that West Yellowstone would receive at least this level of service.

On January 4, 1980, the CAB issued an order prohibiting Western's termination of service and request proposals from other airlines to take Western's place. Unless a suitable replacement carrier is found, Western will have to provide service to West Yellowstone again this summer.

We appreciate the Civil Aeronautics Board's efforts thus far and trust that the flying public will find excellent airline service to Yellowstone Airport again this year.



Larry Stanley, third from left, Western Airlines Station manager, bid farewell to Helena and its officials on Western Airlines' final day into that community.



Western Airlines terminated service into Helena effective January 31, 1980.

## Fuel Crisis

By: Donald C. Paul  
Accident Prevention Specialist

I'm sure you are all too well aware of our fuel crisis and the problems of trying to fill your tanks at times. Well, to make things worse than they already are, we have yet another problem. Phillips Petroleum, a major supplier of 100/130 octane low lead aviation gasoline, suffered an explosion at their Texas refinery.

Unfortunately for aviation fuel users, 90 percent of their avgas production capacity was destroyed. The loss of this refinery will put further strain on an already short supply of avgas, particularly the low leaded types. We can anticipate as high as 30 percent decrease in supply, and significant spot shortages throughout

the areas served by Phillips.

Until the situation is corrected, plan all flights on known fuel supplies. Call ahead and make sure you can get fuel to get back home. A little pre-planning can go a long way and don't try to stretch your fuel supply - it usually doesn't work.

## Attn: Aircraft Owners

Please remember that you must have your aircraft registered by March 1, 1980. Most of you should have received your aircraft registration form in the mail, but should we have missed you, please contact our office.

Your aircraft taxes have to be satisfied and so indicated by the county assessor or treasurer on your aircraft registration form before we can issue you proof of registration.

# Congratulations Walt!

After 43 years of hanging around airports Walt Hensley finally soloed a helicopter. The accompanying picture was taken in Havre, November 3, 1979, with Mark Locatelli, his instructor. This had been one of Walt's goals.

Walt and Frances, who operated Hensley Flying Service for over 30 years are spending the winter in Lake Havasu, Arizona, where Walt is enrolled in an Instrument Refresher Course at the Mohave Community College. The course will include 10 hours in a simulator. Walt has also been authorized an examiner in that area by the GADO-9 office in Scottsdale.



Walt Hensley, right, congratulated by Instructor Mark Locatelli after Walt's first solo in a helicopter.

## Calendar

**February 26** — GA Pilot Safety Clinic, Big Timber, Fry's Cafe 7:30 to 10 p.m.

**February 27** — GA Pilot Safety Clinic, Lewistown, Yogo Inn 7:30 to 10 p.m.

**February 28** — GA Pilot Safety

Clinic, Billings, Federal Building (Rm. 3043) 7:30 to 10 p.m.

**March 7 to 9** — Flight Instructor Refresher Clinic. Contact the Aeronautics Division for further information.

**March 11 to 13** — 6th Annual Aviation Maintenance Seminar, North Dakota. Contact David Carlson, Williston (701) 572-3773.

**March 11** — GA Pilot Safety Clinic, Cut Bank, Glacier Electric Building 7:30 to 10 p.m.

**March 12** — GA Pilot Safety Clinic, Havre, Triangle Telephone Company 7:30 to 10 p.m.

**March 13** — GA Pilot Safety Clinic, Great Falls, Air National Guard (Main Hangar Classroom) 7:30 to 10 p.m.

**March 25** — GA Pilot Safety Clinic, Baker, Plevna Bar Dining Room (13 mi west of Baker) 7:30 to 10 p.m.

**March 26** — GA Pilot Safety Clinic, Glendive, Montana Dakota Utilities (313 W. Valentine) 7:30 to 10 p.m.

**March 27** — GA Pilot Safety Clinic, Miles City, Miles City Community College (Rm 106) 7:30 to 10 p.m.

**June 9 to 18** — Aerospace Teacher Workshops, Eastern Montana College, Billings.

**June 9 to 18** — Aerospace Teacher Workshops, Montana State University, Bozeman

**June 10 to 12, 17 to 19** — Aerospace Teacher Workshops, College of Great Falls, Great Falls

**June 11 to July 2** — Aerospace Teacher Workshops, Montana Tech, Butte.

**June 13 and 14** — Montana Pilots Convention, Billings

**June 16 to 27** — Aerospace Teacher Workshop, Carroll College, Helena.

**June 19 to 21, 26 to 28** — Aerospace Teacher Workshop, Northern Montana College, Havre.

**June 29** — Flying Farmers Queen Joan Wilson Fly-In, Moore.

**July 19 and 20** — 3rd Annual Beacon Star Antique Airfield Fly-In.

**October 3 to 5** — Montana Flying Farmers Convention, Helena

**October 4** — Helloween Air Race.

## What's Your Opinion?

The following letter appeared in the September 25, 1979, issue of the *Peninsula Herald*, Monterey, California. We thought it appropriate to pass on to you.

Editor, *The Herald*:

According to DOE, general aviation uses only two tablespoons per gallon consumed by all forms of U.S. Transportation.

General aviation's fleet of 200,000 airplanes flew 36 million hours in 1975 carrying 110 million passengers between 14,000 airports. The airlines' 2,400 planes tallied six million hours hauling passengers between 400 airports.

No wonder general aviation is expanding. For those whose factories, customers and homes aren't served by airlines, it's often a case of "you just can't get there from here." For millions, general aviation represents the best - and only - way to go.

Of *Fortune*'s top 1,000 companies over half operate planes. The large majority of general aviation's flight hours are devoted to business, commuter and taxi services.

General aviation's planes often consume less fuel per seat-mile than larger aircraft. A Boeing 747 averages 40 seat-miles per gallon, while a six passenger Piper Lance yields 75!

By the year 2000 when the new generation airliners come into service bringing anticipated increases of 50 percent fuel efficiency, they still won't equal the seat-miles per gallon of today's four passenger Piper Arrow.

General aviation, contributing \$10 billion to the national economy and providing employment for more than 25,000 has pledged to exceed a voluntary goal of 25 percent increase in energy efficiency—far beyond the government's mandate of 16 percent for the transportation industry.

We may not get consumption down to a single teaspoon for every gallon consumed by all transportation, but we are trying.

William E. Robinson,  
Monterey

## *Auto Oil Nix on Aircraft Engines*

Under no circumstances should operators use automotive oils in aircraft engines. Automotive oils are not qualified to fulfill aircraft engine oil MIL-L-6082 and MIL-L-22851 specifications.

Automobile oil tends to be incompatible with the high combustion temperature found in aircraft engines, and their use could result in pre-ignition and severe damage to the engine, along with possible ring sticking, bearing corrosion, sludge formation, and other harmful engine deposits.

The major difference between

modern aircraft and automotive type oils is that the aircraft oils are of the dispersant additive type and do not contain ash creating compounds, whereas the automotive type oils are the detergent additive type containing ash creating compounds that can result in destructive pre-ignition in the aircraft engine.

\* \* \* \*

President Carter recently signed new international trade legislation that eliminates the five percent import tariff on aircraft, parts and avionics imported into the U.S. after January 1, 1980. The bill, which was supported by the aviation industry in the interest of opening up trade opportunities in other nations, was passed by overwhelming margins in both the House and Senate.

## **ELT Batteries**

Battery packs as advertised by Mel Miles in recent issues of *TRADE-A-PLANE* have not been qualified to meet FAA TSO requirements. Use of a non-approved battery pack would void the ELT TSO and the unit would not meet the requirements of FAR Parts 91.52, b, 3, and 91.52, b, 4.

2,500 copies of this public document were published at an estimated cost of \$.18 per copy, for a total cost of \$447.17, which included \$230.00 for printing and \$217.17 for distribution.

### **MEMBER**

### **NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS**

**PURPOSE—** “To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states.”



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February, 1980

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